

The China Mail.

Established February, 1840.

THE HONGKONG CHINESE MAIL.
報日華港香
Hongkong (W. T. T. P.)
ISSUED DAILY.
GIVEN BY MAIL.
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong or by Post, including postage.

Vol. XLX. No. 9891.

號七廿月十年四十九百八千一英

HONGKONG, SATURDAY, OCTOBER 27, 1894.

日九廿月九年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & CO., 59, Cornhill, GORDON & CO., 10, Ludgate Circus, E.C. BATES HENRY & CO., 37, Wallbrook, E.C. SAMUEL DEACON & CO., 150 & 151, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.
PARIS AND EUROPE.—MAYNARD, FAY & CO., 18, Rue de la Grange Bateliere.
NEW YORK.—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.
SAN FRANCISCO AND AMERICAN PORTS generally.—BRAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & CO., Melbourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo.
SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.
CHINA.—MACAO, A. A. DA CRUZ, Amoy, N. MOORE & CO., Ltd., Foochow, HONG & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & WALSH.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.
CAPITAL CALLED UP, £251,993.15.8.

Bankers:
CAPITAL & COUNTRY BANK, LIMITED.

Head Office:
3, PRINCES STREET, LONDON.

Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £200,000.

RESERVE LIABILITY OF SHAREHOLDERS, £200,000.

RESERVE FUND, £275,000.

INTEREST allowed on Current Account at the rate of 2 per cent. annum on the Daily Balance.

On Fixed Deposits for 12 months 5 per cent.

On Fixed Deposits for 6 months 4 per cent.

On Fixed Deposits for 3 months 3 per cent.

A. C. MARSHALL, Manager, Hongkong.

Hongkong, May 17, 1894.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000.

RESERVE FUND, £4,500,000.

RESERVE LIABILITY OF SHAREHOLDERS, £10,000,000.

PROPRIETORS:

COUNT OF DIRECTORS:—

C. J. HOLLIDAY, Esq.—Chairman.

J. S. MOSES, Esq.—Deputy Chairman.

R. M. GRAY, Esq.—Hon. A. McDonnell.

H. HOPKINS, Esq.—S. C. MICHAELSEN.

H. J. JOSEPH, Esq.—E. R. SASSOON, Esq.

H. J. JOSEPH, Esq.—E. R. SASSOON, Esq.

Julius Kramer, Esq.

CHIEF MANAGERS:

Hongkong—T. JACKSON, Esq.

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account, at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 3 per cent. per annum.

For 6 months 4 per cent. per annum.

For 12 months 5 per cent. per annum.

T. JACKSON, Chief Manager.

Hongkong, August 13, 1894.

HONGKONG SAYINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON, Chief Manager.

Hongkong, May 15, 1894.

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.

SUBSCRIBED, £1,125,000.

PAID-UP, £602,500.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2 per cent. annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 months 5 per cent.

For 6 months 4 per cent.

For 3 months 3 per cent.

JOHN THURBURN, Manager, Hongkong.

Hongkong, June 18, 1894.

Intimations.

THE COMMUNITY OF HONGKONG.

THE COMMITTEE appointed at the Public Meeting held on the 27th September, 1894, to take Steps to recognise the Services rendered to the Colony during the recent Plague beg to state that, having carefully considered the matter, they now APPEAL for FUNDS in order to carry out the following Recommendations:—

1. That a Gold Medal be presented to certain Officers, Volunteers and Nurses, and a Silver Medal to all the Non-Commissioned Officers and men of the Shropshire Light Infantry and of the Shropshire Light Infantry and of the Engineers and Navy who volunteered for and were employed on Plague work, and to the members of the Police Force and the members of the Civil Service who were also so employed.

2. That a Piece of Plate be presented to the Officers' Mess of the Shropshire Light Infantry, to the Royal Engineers' Mess and to Colonel Robinson and Lieutenant Boys.

3. That a Shield engraved with the names of the Sergeants who were employed as above, to be kept in the Sergeants' Mess, and also a Cup for Football, be presented to the Regiment.

4. That a Memorial brass or small stained glass window be erected in St. John's Cathedral to the Memory of Captain Vesey.

5. That a Contribution be made to the Italian Convent in recognition of the services rendered by the Sisters.

The Committee estimate that the sum of about \$5,000 will be required to carry out these recommendations. This, they believe, is not an excessive amount to ask the Colony to contribute.

They would remind all the inhabitants of Hongkong that these services were rendered to the whole Community, therefore they ask the Community to join in recognising them. If this is done, a small contribution from each would soon raise the amount now asked for.

SUBSCRIPTION LISTS are lying at the ENGLISH, GERMAN, PORTUGUESE and CITY CLUBS, and with Messrs. LANE, CRAWFORD & CO., KELLY & WALSH LIMITED, the HONGKONG DISPENSARY, the VICTORIA DISPENSARY, Messrs. BLACKBURN & CO., HONGKONG HOTEL and NEW VICTORIA HOTEL.

E. J. ACKROYD, Chairman of Committee.

Hongkong, October 26, 1894.

CANTON INSURANCE OFFICE, LIMITED.

1893 ACCOUNT.

NOTICE TO SHAREHOLDERS.

A Final DIVIDEND of 5 per cent. SHARE has this Day been declared. WARRANTS will be issued on MONDAY, the 22nd Instant.

JARDINE, MATHESON & CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 20, 1894.

THE JELUBA MINING & TRADING COMPANY, LIMITED.

A DIVIDEND of 5 per cent. for the Half-year closing 31st July, 1894, having been declared, COUPON No. 9, is PAYABLE at the BRANCHES of the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, in Hongkong and Singapore, on and after 15th October, as follows:—

Lot A for 50 Shares with \$12.50

" B " 20 " " 5.00

" C " 5 " " 1.25

HUTTENBACH BROTHERS & CO., General Agents.

22nd October, 1894.

CHAS. J. GAUFF & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELESTIAL BINCULARS AND TELESCOPES.

ROBINSON'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christie & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 743

CALDBECK, MACGREGOR & CO., Wine and Spirit Merchants, 13, QUEEN'S ROAD.

Hongkong, August 18, 1894.

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE, with every convenience.

Mrs. STAINFIELD, 1, Queen's Road East.

Hongkong, June 30, 1894.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq., H. BROOKERPORT, Esq., CHAN KIN SHAN, Esq., CHOW TUNG SHAN, Esq., KWAN HUI CHUNG, Esq., Chief Manager.

GEO. W. F. PLATT, Interest for 12 months Fixed 5 per cent.

Hongkong, October 23, 1894.

Business Notices.

LANE CRAWFORD & CO.

NEW STOCK.

HATS and BOOTS.

FANCY TENNIS SHIRTING.

HOSIERY and OUTFITTING.

RUGS and DRESSING GOWNS.

SHIRTS, COLLARS, TIES, BRACES, HANDKERCHIEFS.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, October 12, 1894.

HONGKONG HOTEL.

Telegraphic Address, "Kremis"—A.B.C. Code.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

R. TUCKER, Manager.

HOTEL CHAMBERS.

BOARD and LODGING, from \$80 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager, or R. LYALL, Secretary.

1518

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 35.

THIS MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the HILL District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley below. Luxuriously furnished and appointed. THE CUISINE is under the personal superintendence of an experienced EUROPEAN STEWARD.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the HOTEL at reduced rates.

For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894.

W. POWELL & CO.

EX STEAMSHIP GLENGYLE.

NEW WINTER MILLINERY.

New JACKETS and GOLF CAPES.

New CHILDREN'S DRESSES and HATS.

New SPECIALITIES for Winter Wear.

W. POWELL & CO.

Hongkong, October 23, 1894.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR. STEAMSHIP. DATE. REMARKS.

SHANGHAI.....Bombay.....About 4th Nov.....Freight or Passage.

SHANGHAI.....Kohila.....About 4th Nov.....Freight or Passage.

LONDON, &c.....Rosetta.....Noon, 8th Nov.....See Special Advertisement.

JAPAN.....Yokohama.....Noon, 9th Nov.....Freight or Passage.

LONDON via MARSEILLES.....Mantla.....About 9th Nov.....Freight or Passage.

For further Particulars, apply to P. & O. S. N. Co.'s Office, H. H. JOSEPH, Superintendent.

Hongkong, October 27, 1894.

Don't use Boiled Soap for the Toilet.

Vinolia Soap.

"VINOLIA" IS A REFINED SOAP.

It keeps the complexion fresh and clear.

No other Soap has received such high awards as "VINOLIA" SOAP.

DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.

VINOLIA SOAP—All Prices. VINOLIA SHAVING STICKS—All OAKS.

VINOLIA CREAM (For Washing, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

H. KONG TRADING CO.

(JUST OPENED).

KID GLOVES.

ALL KINDS.

HONGKONG TRADING CO.,

No. 1 to 5, D'AGUIAR STREET.

Hongkong, October 23, 1894.

Business Notices.

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & CO., SOLE AGENTS, HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893.

Intimations.

VICTORIA RECREATION CLUB.

THIS CLUB will hold the ANNUAL REGATTA on THURSDAY and FRIDAY, 19th and 20th December, 1894. Captain and Crews for the CHALLMAN'S CUP will be picked in the CLUB GYMNASIUM on MONDAY, 29th October, at 6 p.m.

E. D. SANDERS, Hon. Secretary.

Hongkong, October 26, 1894.

HONGKONG JOCKEY CLUB.

NOTICE.

THE Yearly General MEETING of MEMBERS will be held in the CITY HALL on WEDNESDAY, 31st October, at 3 p.m.

By Order, HART BUCK, Acting Clerk of the Course.

Hongkong, October 22, 1894.

INDIAN CONDIMENTS.

THE BEST QUALITY!!

THE BEST QUALITY!!

CHUTNIES. Per dozen. Rs. 12.

Sliced, Sweet Sliced, Lucknow, Col. Sinner's, Calcutta Club, Armenian, Major Grey's, United Service Club, Mixed, Malda, Cashmere, Pindaroo, Bengal Club, Col. Goad's, Cabool, Our Taste, in quart bottles

JELLIES. Guava, Sarsol, Mango, Corunda, in bottles

JAMS. Pineapple, Tamarind, Mulberry, in bottles

PRESERVES. Spiced Mango, Pineapple, Emblic Myrabolan, Tamarind, Citron, Mango, Koobera, Basil, Pulbul, Limes, Orange, in quart bottles

MARMALADES. Citron, Mango, Basil, Orange, in bottles

CHEESE. Guava, Basil, in quart bottles

2lb tin

SYRUPS. Lemon, Orange, Tamarind, Blackberry, Basil, Pineapple, Rose, Almond, Pomegranate, in quart bottles

PICKLES. Onion, Cabbage, Bombay Mango, Lima, Bamboo, Red Cabbage, Sweet Mango, Mango, Mixed, Cauliflower, Sweet Cauliflower, bottles

SAUCES. Tapp, Tamarind, Mango, Tomato, Volcanic, in pint bottles

CURRY POWDER & PASTE. Curry, Malabar, Madras, Mulligatawry, in quart bottles

LIME JUICE, &c. Pure Non-alcoholic Lime Juice, in bottles

Ground, Cayenne Pepper, White Pepper, Black Pepper, 1lb bottles

Reputed Pepper Ground, 1/2 pint bottles

INDIAN CURRIES. In 1lb Hermetically sealed tins:—

Beef, Mutton, Pork, Fowl, Fish, Crab, &c., per tin 6lbs. 10s. 6d.

TAMARIND FISH. Tamarind Fish, real delicacies, 3lb jars

Smoked Mango Fish with Rose, 3lb in a tin, 6s. 6d., 10s. 6d., 12s. 6d.

The above Stores supplied at dozen rates even if 1 dozen of each kind is ordered at a time. Liberal discount to Clubs, Messes and the trade. Cases for 1 dozen & Annas extra, for 2 dozen 10s. extra.

CORNERED BEEF. Ba. As.

Cornered Beef in 20lb, 30lb, and 50lb barrels—barrels free, per lb.

Cornered Mutton in 20lb, 30lb, and 50lb barrels—barrels free, per lb.

Cornered Ox-tongues, 12lb in a barrel, per barrel

Smoked Ox-tongues, 6lb in a tin, per barrel

SPOICED & HUNTER'S BEEF. Spiced & Hunter's Beef—Round and Humps, weighing 4 to 14 lb, packed in tin and lard—6 tins in a case, per lb.

DAIRY BUTTER. Best Quality Dairy Butter (slightly salted) in 20lb barrels—per barrel

TERES OASH WITH ORDER. Sole Export Agent for three of the Best Indian Manufacturers.

N.B.—Good Snow Rooms for displaying Samples of CHINESE CURIOS, CASH GOODS, SILKS, &c., &c. Consignments received.

JAMES LINTON, 2, Seaview Lane, CALCUTTA.

1115

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Entertainments.

THEATRE ROYAL, HONGKONG.

THE BLACK PLAGUE.

THE HONGKONG MINSTRELS will give another of their **POPULAR ENTERTAINMENTS**, for the benefit of the Plague Workers. Under distinguished Patronage and Support.

TO-NIGHT, 27th October.

ENTIRE CHANGE OF PROGRAMME. Popular Prices, - \$2 and \$1. Soldiers and Sailors in uniform, Half-price to Back Seats only.

Doors open at 8.30. Commencing at 9 o'clock precisely. Plan and Tickets at Messrs. KELLY AND WALSH, LIMITED.

Seats may be booked on and after Saturday, 24th October. A SPECIAL TRAM will run to the Peak, and a SPECIAL LADY to Kowloon, 15 minutes after the Performance.

WILLIAM BLAYNAY, Hon. Secretary. Hongkong, October 27, 1894. 1463

THE CHINESE TWINS, TWO BOYS JOINED TOGETHER, have arrived from SHANGHAI, and will be ON VIEW on the First Floor of No. 49, QUEEN'S ROAD CENTRAL, from 9 a.m. to 9 p.m.

Entrance from Queen's Road only. Admission: - 20 Cents. Hongkong, October 16, 1894. 1630

CONCERT.

SIGNOR CATTANEO will give a CONCERT in the City Hall on the 17th November. Assisted by his Pupils, Signor FRANCESCHI (leading Violoncello), and several LADY AMATEURS.

The Concert will be given for the Benefit of the FRENCH CONVENT. Hongkong, October 22, 1894. 1702

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Captain G. W. F. BROWN, R.N.R., carrying Her Majesty's Mails, will be despatched from this port on THURSDAY, the 8th November, at Noon, taking Passengers and Cargo for the above Ports.

(This Steamer connects at Bombay with the **CARTAGE**, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 1st DECEMBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to **H. H. JOSEPH**, Superintendent. Hongkong, October 25, 1894. 1725

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOADING.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 12th day of November, 1894, at 3 p.m., the Company's S.S. **BAYERN**, Captain W. Schindler, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 10th November, Cargo and Specie will be received on board until Noon, on MONDAY, the 12th November, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 12th November. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to **MELOERS & Co.**, Agents.

Hongkong, October 20, 1894. 1690

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE & BORDEAUX.

ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 31st October, 1894, at Noon, the Company's S.S. **OCEANIE**, Commandant SOMMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Parcels will be received on board until 4 p.m. on MONDAY, the 30th October, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply to Company's Office. **G. DE CHAMPEAUX**, Agent. Hongkong, October 17, 1894. 1667

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANY.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

Victoria, Tuesday, November 6. **Tacoma**, Tuesday, December 11. **Albatross**, Tuesday, Jan. 1, 1895. **Victoria**, Tuesday, Jan. 22/95. **Tacoma**, Tuesday, Feb. 26/95.

THE Steamship **VICTORIA**, Captain J. H. BROWN, R.N.R., sailing at Noon, on TUESDAY, the 31st November, will proceed to VICTORIA, B.C., and TACOMA, and SHANGHAI, INLAND SEA, KOREA and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to **DODWELL, CARLILL & Co.**, Agents. Hongkong, October 19, 1894. 1678

To-day's Advertisements.

NORDEUTSCHER LLOYD. NOTICE. **STEAM TO SHANGHAI** The Co.'s Steamship **Bayern**, Captain W. Schindler, will leave for the above place TO-MORROW (Sunday), the 28th inst., at 10 a.m.

For Freight or Passage, apply to **MELOERS & Co.**, Agents. Hongkong, October 27, 1894. 1692

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW. The Co.'s Steamship **Namoy**, Captain HARRIS, will be despatched for the above Ports on WEDNESDAY, the 31st inst., at Daylight.

For Freight or Passage, apply to **DOUGLAS LARRAIK & Co.**, General Managers. Hongkong, October 27, 1894. 1735

FOR YOKOHAMA AND KOBE. The Steamship **Straits of Dover** will be despatched on WEDNESDAY, the 31st inst.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Hongkong, October 27, 1894. 1735

HONGKONG VOLUNTEER CORPS.

ORDERS FOR THE WEEK ENDING 3RD NOVEMBER, 1894.

No. 133.—**DRILLS**.—F. B.—TUESDAY, at 4.30 p.m., TRAINED VOLUNTEERS, Company Drill (Uniform White Caps). RECRUITS—Squad—FRIDAY, at 9 p.m. TRAINED VOLUNTEERS, 4th Co. Drill, Murray Battery; RECRUITS—Squad and 7th Co. (Plain Clothes).

KOWLOON DETACHMENT—Squad and 7th Co., at usual hours. **SIGNALING CLASS**, at usual hours. No. 134.—**F. B.**—FOR DUTY, Lieut. DENSON and Serjt. VYER.

No. 135.—**M. G. Co.**—**DRILLS**.—MONDAY, at 7 a.m., Squad; at 5.30 p.m., Gun. TUESDAY, at 7 a.m., Musketry; at 5.30 p.m., Squad. WEDNESDAY, at 7 a.m., Gun; at 5.30 p.m., Company. THURSDAY, at 7 a.m., Squad; at 5.30 p.m., Musketry. FRIDAY, at 7 a.m., Gun; at 5.30 p.m., Squad. SATURDAY, at 7 a.m., Squad; after Dinner March Out and Gun Practice (Ball) under Orders of Captain.

No. 136.—**GENERAL**.—Special Squad Drill will be held on WEDNESDAY, at 9 p.m., to enable Members to complete their numbers of these DRILLS; they will not count for PRIZES.

AMBULANCE CLASS on WEDNESDAY, at 5 p.m. By Order, **F. F. LAMBARDE**, Lieut. R. A. Adjutant. H.K.V.C. Hongkong, October 27, 1894. 1735

Vessels Advertised as Loading.

Destination	Vessel	Agent	Date of Leaving
Bremen & Ports of Call	Bayern (s)	Norddeutscher Lloyd	Nov. 12, at 3 p.m.
Japan, via Suez Canal	Verona (s)	P. & O. S. N. Co.	Nov. 9, at noon
London & Ports of Call	Palamedes (s)	Butterfield & Swire	November 6
London & Ports of Call	Rosetta (s)	P. & O. S. N. Co.	Nov. 9, at noon
London & Ports of Call	Osiris (s)	Butterfield & Swire	About Nov. 9
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 31, at noon
London & Ports of Call	Osiris (s)	Butterfield & Swire	Nov. 7, at 1 p.m.
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 30, at 4 p.m.
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 28, at 10 a.m.
London & Ports of Call	Osiris (s)	Butterfield & Swire	About Nov. 4
London & Ports of Call	Osiris (s)	Butterfield & Swire	About Nov. 31
London & Ports of Call	Osiris (s)	Butterfield & Swire	About Nov. 6
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 31, at noon
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 29, at 3 p.m.
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 28, daylight
London & Ports of Call	Osiris (s)	Butterfield & Swire	Oct. 31, at noon
London & Ports of Call	Osiris (s)	Butterfield & Swire	Nov. 6, at noon
London & Ports of Call	Osiris (s)	Butterfield & Swire	October 31

To-day's Advertisements.

THE TONGKONG DISPENSARY, 1894.

NOTICE TO LOT OWNERS. A MEETING of LOT OWNERS held this 26th day of October instant, for the purpose of electing a Member of the Board of Administration constituted by the The Tongkong Dispensary Ordinance, 1894, has been ADJOURNED to SATURDAY, the 3rd day of November next, at the SURNAME COURT HOUSE.

At each adjourned Meeting, the Member of the Board will be elected by the majority of such of the Owners, their Attorneys or Agents as shall then be present thereat.

Dated this 26th day of October, 1894. **BRUCE SHEPHERD**, Deputy Lot Officer.

SEALED TENDERS will be received by the NAVAL STOREKEEPER, H. M. Naval Yard, until 2 p.m. on WEDNESDAY, the 1st November, for the SUPPLY of GROUND NUT OIL for the Use of H. M. Navy.

Printed Forms of Tender and further Particulars can be obtained on application. The right to accept the lowest or any Tender is reserved.

THE NAVAL YARD, Hongkong, October 26, 1894. 1732

Dakin, Cruickshank & Company, Ltd.

Ilford Dry Plates, 1, 1/1, 10 x 8, 10 x 12, and are offering the same at POPULAR PRICES.

Sensitized Albumenized PAPER, 4 pl., in tin. CHEAP and RELIABLE.

Dakin, Cruickshank & Co., VICTORIA DISPENSARY, HONGKONG. 1646

SHIPPING.

ARRIVAL. October 26—**Hangchow**, British steamer, 999, P. Bennett, Chinkiang October 21, General.—**BUTTERFIELD & SWIRE.**

China, German steamer, 1,114, J. Anderson, Saigon Oct. 21, Rice.—**MELCHERS & Co.** October 27—**Namoy**, British steamer, 987, C. F. Ball, Singapore October 18, General.—**BAY MO.**

Chongyung, British steamer, from Canton. **Zeeph**, British steamer, 1,848, T. Quail, Amoy October 26, General.—**BUTTERFIELD & SWIRE.**

DEPARTURES. October 27—**Hangchow**, for Canton. **Namoy**, for Fochow. **Hongy**, for Kobe.

Bygdo, for Nagasaki. **Olego**, for Valparaiso. **Zeeph**, for Amoy. **Zeeph**, for Hongy. **Hongy**, for Swatow. **Hongy**, for Singapore.

PASSENGERS. **ARRIVAL.** **Per Hangchow**, from Chinkiang, 2 Chinese, for Canton. **Per Chongyung**, from Saigon, 60 Chinese, for Canton. **Per Namoy**, from Singapore, 115 Chinese, for Hongkong. **Per Zeeph**, from Amoy, 650 Chinese, for Hongkong.

DEPARTURES. **Per Namoy**, for Fochow, 12 Chinese. **Per Chongyung**, for Shanghai, Miss O. Cruz, and Miss Hartwell. **To DEPART.** **Per Swatow**, 35 Chinese. **Per Zeeph**, for Amoy, 2 Europeans, and 100 Chinese. **Per Fochow**, for Swatow, 130 Chinese.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—**Formosa** leaves for S'ow, &c. 10 a.m.—**Bayern** leaves for S'ow, &c. 10 a.m.—**Bayern** leaves for S'ow, &c. 10 a.m.

MEMOS. FOR MONDAY.

Shipping.

3 p.m.—**Cromarty** leaves for S'ow, &c. 3 p.m.—**Cromarty** leaves for S'ow, &c. 3 p.m.

RELIGIOUS SERVICES. **St. John's Cathedral**.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. Joseph's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. Peter's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. Paul's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. George's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. Andrew's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. David's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. James' Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. Mark's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

St. Luke's Church.—Parade Service at 8.30 a.m. (Holy Communion at 11 a.m. and 4 p.m.) Masses at 11. Holy Communion at the 11 o'clock service on the 1st, 3rd, and 5th Sundays in the month. Evening at 6.45.

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turing enterprises set on foot, generally on the most colossal scale, but so far as past experience goes they seldom seem to pass the initial stages of expenditure on plant, the fact usually being that the projectors are too jealous of Western influence to pay for the tuition of the men and women whose labour alone could make industrial enterprises financial successes. From the country which encouraged foreign enterprise we have abundant evidence, even in the short time which has elapsed, of the ability of her people to assimilate Western ideas. Already, she has become a mean rival to European trade, and from her exceptional position in regard to currency she is bound to become, in the near future, a far more serious competitor. Though from a narrow point of view we may deplore this result, it must be fraught with contentment to the political economist who considers only the comity of nations and the greater happiness of the greater number in the universe. It is worth while to reflect how European Trade interests may be affected by the result of the present war. It must be understood that, divided as the Chinese are among themselves, they are yet practically unanimous in their feelings towards the Japanese. It is something more than antipathy; it is an unreasoning hatred, probably in recent years rising out of jealousy and contempt for their offshoot because of its subservience to Western teachings. With this fact in view it is impossible to think that China victorious would derive from the fact any incentive to follow Japan's lead in throwing open her country to foreign enterprise, nor is she likely to begin the establishment of her own manufacturing centres. On the contrary, it would confirm her in her present exclusive policy, much to the blighting of hopes that have long been in the minds of those engaged in commerce with the Far East.

In the few projects, in which Hongkong is particularly interested, no progress would be made. For more than thirty years British diplomacy has been striving for the concession of trading on the Si-kiang or West River, a practicable water-way of some 700 miles into Southern China, which would open up enormous markets at present closed to external commerce. While this would be a valuable concession to foreign traders, the benefits which flow from commercial intercourse would do much to improve the rich tract of country, and the natives would also benefit by being less liable to devastating famines. It can scarcely be said, however, although the matter has been continuously pressed on the attention of H. M.'s Minister at Peking, that we are any nearer to the consummation of this desirable object than we were thirty years ago; in fact it would appear just now that H. M.'s able Minister at Peking, apart from the questions arising out of the war, has his time more than fully occupied in obtaining recognition of our Treaty rights. It is a comparatively short time since we saw the Chinese authorities attempting a most flagrant evasion of our Treaty rights by imposing such conditions on the importation of machinery as would render our privileges in that respect entirely nugatory.

Yet, again, we find the provincial authorities favoring exporters of tea by native junks, to the detriment of foreign steamers; and still we find no signs from Headquarters that these invasions of our rights are in course of redress. It would perhaps be too much to expect that during the progress of the war any attention will be paid to the requests of Foreign Powers, however reasonable, for further concessions or for redress of our trade grievances; but should China prove victorious in the present conflict, there is much reason to fear that there will be no overcoming her pride by peaceful means and that our hopes for extension of beneficial commerce will remain unfulfilled. China, flushed with victory over the so-called trucking Jap, will be a much harder factor to deal with than China brought to her knees by her little and despised neighbour

It will have been observed from last night's *China Mail* that the Committee appointed at a recent meeting to consider how the Colony should recognize the plague workers has formulated a scheme of rewards which should receive the approval of the whole community. A gold medal is to be given to all the officers, volunteers and nurses who gave their services, and a silver medal will be presented to all the non-commissioned officers and men of the military forces and the members of the police and the Civil Service. In the case of the soldiers we hope permission will be obtained to allow them to wear the decoration which was as valiantly won as if the men had been on the battlefield. A piece of plate to the Officers' mess of the Shropshire Light Infantry should reward the officers of that corps of the gallantry and devotion of their men during their stay in Hongkong in the plague year of 1894; and the memory of their deceased comrades, Capt. Veasy, will also be kept green by the erection of a memorial brass in St John's Church. Colonel Robinson, S.L.L., and Lient. Boyes, R.E., the latter of whom specially distinguished himself, also receive pieces of plate, which will doubtless be treasured as heirlooms. A shield for the Sergeants' mess of the Shropshire, and a Football Cup for the Regiment, are appropriate gifts, for like the piece of plate in the Officers' Mess, they will remain with the regiment wherever it goes as a reminder of heroic deeds. In the monetary contribution to the Italian Convoy we recognise the self-denial which is an outstanding characteristic of the godly women who devote themselves to charitable deeds. We reiterate that the whole community will receive with satisfaction the proposals of the Committee, and, if we might venture to make the suggestion, these awards should we think in many cases supersede the more mercenary rewards suggested by the Permanent Committee of the Sanitary Board.

'FRAGRANT WATERS' MURMUR

That the drama of the China-Japan war is being developed more rapidly this week—perhaps more rapidly than truth is able to justify. That the curious features about the later telegrams from Shanghai is that now they defeat the Chinese much more readily than they were wont to do; formerly we heard of little else than Chinese successes. That the alleged evacuation of Port Arthur comes apparently from the North, and not from Japan; and although no confirmation has reached Hongkong, neither has any contradiction come of the statement to hand. That the news which has been privately received about the internal condition of Port Arthur, say a fortnight ago, would tend rather to strengthen than to throw doubt upon the opinion that China's great naval port had been abandoned. That the damaged men-of-war at Port Arthur had not been efficiently repaired, and there was little prospect of their being made fit for sea-fighting, while the men and officers had no desire to go and meet a fully-equipped enemy without the proper ammunition to fight him. That the munitions and stores at Port Arthur were then at their lowest ebb, while the desire to keep up the unequal struggle seemed to be even lower. That these facts would lead one to suppose that the naval depot of China may have been abandoned, even in face of all our natural doubts. That the reported retreat to Ping-Yang—which must have been an intentional inaccuracy—has been fully and rationally proved to be a misrepresentation. That this Yalu River business has possibly given the Japanese more trouble than might have been expected otherwise, for two reasons—viz., that the forcing of the Yalu was virtually the first invasion of the Flowery Land by the Japs. from the land side; and secondly, that the flower of the Chinese army was supposed to have been sent there to check the aggression. That it is to be feared China's powers of resistance have been paralysed for the present, and in one sense this is to be regretted, as the Powers (especially Great Britain) will be compelled now to look after the safety of their own nationals in all the China ports. That if it be true China refused reasonable offers of settlement at an early stage of the struggle, then she has to thank herself for the crushing collapse of all her hopes of lenient treatment. That no one would for a moment seek to rob the Japanese of the success she has achieved, seeing that it has been gained by an honest and patriotic adhesion to a certain well-defined line of policy, combined with a determination to secure a permanent arrangement of the troublesome Korean problem. That it now seems more doubtful than ever it was, at what time the European Powers interested may see fit to intervene. That a demonstration of power to meet any emergency is a good thing, but it may not meet intervention yet awhile. That I see your morning contemporary refers to the anomaly that our Eastern and Far Eastern possessions are under the direction of the Colonial Office, the Foreign Office, and the Indian Office. That Mr. Claxton has spotted this flaw in our organization, and he evidently has not borne in mind that all our outside administration has, like Tokyo, simply 'grown' and has no other excuse for its existence. That it has occurred to me as a strange thing that while petty ports in China possess full-blown British Consulates, there is not a single Consular officer stationed in or near the great Cochin-China territory claimed by the French. That the present Council in Saigon, who for probably a century have represented British interests at that port, is only a mercenary Canal, and cannot be expected to safeguard our interests as an official Consular officer would be able to do. That in the event of trouble between Great Britain and France (which is supposed to have been much more near than pleasant lately), there can be little doubt the existence of a full-blown official Consulate in Saigon would have proved convenient to the Foreign Office and the War Department. That the growth of our Consular power has not advanced so as to keep pace with the growth of French influence in Tonquin.

That I see a good deal of fuss was made about the French gunboat *Porphyre* having been called to the attention of the *Taiyuan's* Captain to the courtesy of the ship by the firing of a gun. That it may be alleged the French captain might have waited until he got into port to have discovered the character of the steamer. That it may also be argued that a man-of-war seldom betters his position by insisting upon recognition to the firing point. That, all the same, it is not only a customary but an easy and inexpensive habit for a merchantman to show his flag on the high seas, in response to the display of the naval ensign of any recognized power. That there may exist circumstances connected with this incident which are exceptional; but on the face of the facts as I have heard them there would have been no loss of self-respect on the part of the *Taiyuan's* Commander had he hoisted his ensign (or even dipped it) to the French gunboat before his attention was called to it. That it is even suggested by experienced skippers that the custom of showing flags and numbers is well known and well established as between merchantmen and warships. That politeness is a cheap commodity in all cases except where the duty of dignity and self-respect intervene. That the recent unofficial or informal meeting of the Legislative Council is believed to have been called to discuss the best means of raising funds to meet the expenses incurred by the Plague. That this is a case where the views of the people—or at least so many of the residents as are supposed to be represented by unofficial members—should be considered. That I wonder how many of those who are the constituents of the Hon. C. F. Chater, A. MacDonagh, or Ho Kai were consulted in this matter, before the discussion. That I hear the Hon. Ho Kai spoke out well on behalf of the householders or tenants, as against the prevailing interests of the property-holders. That there can be no question that the house-owners have been making large profits out of the property which has been mainly the centre of the recent Plague visitation, and that they run a good chance of being well paid for the resumption of their tenancy property. That, under these circumstances, it will naturally occur to residents who do not own bricks or land, that a house-tax (which is paid by the tenant—not the owner, unless he is the occupier) should be the form of tax adopted. That a house property-tax would seem to meet the requirements of the case much more fairly than a simple addition to the house-rent of the non-property-holding resident. That a fallacy seems to have got abroad amongst the persons who pay the house-tax, and I have heard of big landlords who pay rates to the extent of thousands of dollars. That it is easy enough to receive from your tenants thousands of dollars in rates and taxes, and pay the rest over to the Treasury; but the kudos therefore, together with an occasional month's interest on the amount. That I can understand the reasonableness of the Water Rate (if increased) falling upon the tenant; but it appears to me clear enough that the extra taxation for Plague ought to be borne, primarily by the owners of Chinese house-property, and secondarily by the owners of house-property generally—not by tenants. That the sub-tenants may or may not be not liable for extra taxation than tenants can be. That the position of the Government concerning the loading of bunker coal is more ridiculous than ever, to judge from what I have heard of the proceedings in Court to-day. That it may be Her Most Gracious Majesty the Queen can do no wrong; but alas! what wrongful muddles may be perpetrated in her name in her out-of-the-way dependencies. That the rag has dubbed this agitation, now raised by the faithful Mr. Murray Rumsey, as the great Bunker Coal Question. That there is some talk of the Crown appealing from the adverse decision made to-day, but I must not hint for a moment that the uttermost point of official absurdity has yet been reached. That the scheme of awards, which has appeared over the signature of Mr. Justice Acland, drawn up by the Committee appointed to consider the plague workers, will be recommended to the Government, and I fancy, to most residents. That the scale of awards seems to have been carefully thought out; and although many of the workers must have done their duty without any idea of special recognition, it is certainly a good and an appropriate thing to mark the conduct of our fellow-residents on that occasion. That the money required will, I should say, be easily gathered together. That I heard a little while ago, whether the day they think the Gap Rock Light-house had been set upon at Home by world-wide exports. That it is a great pity some big expert did not sit upon the rock here for a little while. That it is said no one should ever design a ship as an isolated rock until he has passed a typhoon night or two thereon. That it seems the designer of the Gap Rock Light-house neglected to do this. That perhaps the Unofficial Members will have some information upon this, and a few other things. That deadly snakes are beginning to be far too plentiful in the frequented roads of our island. That rewards of one kind or other should be offered for their destruction. BROWNIE.

THE LOADING OF BUNKER COAL ON SUNDAY. Messrs Butterfield and Swire were charged, before Mr. H. E. Wodehouse, at the Magistrate's Court, with loading coal on the steamer *Zeus* on Sunday, 21st inst., in contravention of the Sunday Closing Ordinance. Mr. A. B. Johnson, Crown Solicitor, conducted the prosecution, and Mr. J. J. Francis, Q.C., appeared on behalf of the shipping firm. In opening the case, Mr. Johnson said the application in this case was for a permit to load coal on Sunday for the ship's use. If his Worship looked at the Ordinance he would see that no distinction was made between bunker coal and any other coal. This point had already been decided before the Police Court about three years ago, and on that occasion the Presiding Magistrate decided that the word 'cargo' did not include bunker coal. That decision was not binding upon Mr. Wodehouse, and he therefore asked your Worship to decide the point. He maintained that the word 'cargo' must be interpreted in its primitive sense, and not in its mercantile sense. If it had been intended to make an exception in the case of bunker coal it would have been specially mentioned in the list of exceptions. Robert Murray Rumsey, Harbour Master, stated—All applications under the Sunday Closing Ordinance are made to my office. (Shown documents.) This is an application for a permit to load coal on Sunday, 21st inst., for permission to take in coal on Sunday, 21st inst. No permit was granted. Why not?—Because no fee was sent with the application. Cross-examined—Did you receive that document yesterday?—Yes. You remember a decision of Mr. Wise three years ago that bunker coal was not cargo—I have heard of it. Since then have any prosecutions been taken by your office in cases of loading bunker coal on Sunday?—Not one. Have any permits been issued from your office during the last three years for loading bunker coal on Sundays?—Not only; not knowingly on my part. If they asked for a permit to load coal I did not know it was for bunker coal. Do you not know that steamers have been in the habit of loading bunker coal on Sundays during the last three years?—I know they have. Constable Alexander Campbell spoke to seeing the *Zeus* loading coal on the Oceanic Dock on Sunday, 21st inst. Fung Pak, master of coal cargo boat 42, stated that his boat took the coal to the *Zeus*. The coal was delivered on board. Mr. Francis, opening the case for the defence, said—I do not know whether in this case the Crown admits that the coal was taken on board the ship's use, or whether they require any proof to that effect; if so, I am prepared to prove it. Mr. Johnson—I think you had better prove it. Mr. Francis—All right, I will do so. But I may point out that the Ordinance was made by Messrs Butterfield and Swire for the purpose of raising this question and have it settled once for all. No fee was sent with the application for the permit for that very reason. Your Worship is aware, as the Crown Solicitor has called your attention to it, that it is, in fact, three years ago that the Police Magistrate settled, in a case of Messrs Butterfield and Swire also, that coal loaded on Sunday for the use of the ship—as ordinary bunker coal—did not come under the definition of the word 'cargo' in the Ordinance. Of course, your Worship would not be bound by that decision under ordinary circumstances. If the same question had come before you a week ago and you had decided differently from what you may decide to-day, the case might have been carried to the superior Court, but the first decision has been allowed to stand for three years and the Crown acquiesced in it—and, as you have just heard from the Harbour Master, steamers have been in the habit of loading bunker coal in the Harbour on Sundays. I think you will find from authorities that it is a rule of law not to reverse that decision in a Court of equal jurisdiction. Therefore I ask your Worship, no matter what may be your private opinion, after hearing the arguments on both sides, and which decision you may think is the right one, to give your decision in favour of the shipowners and shipping agents ever since, and leave it to the Crown to appeal to the superior Courts. That is the course recognised by the Courts as the proper one, and I submit, strictly in accordance with the question on its merits, I must point out that this Ordinance is totally different from ordinary legislation on the subject. It is not parallel with the act of Charles II, which was to prevent all coal being loaded on Sundays, but to prevent the loading of coal on Sundays, and so restrict the loading of bunker coal on Sundays. It has been said that the heavy fee was imposed in order to raise revenue. That I can assure was not the intention. The Ordinance was intended to be prohibitive. With regard to the alleged acquiescence, I maintain that there has been no legal acquiescence. No doubt, there has been a sort of acquiescence—of course, it is admitted that bunker coal had been loaded on board other ships on Sundays; but even though that has been done it does not prevent your Worship from constraining the Ordinance now as you think it should be construed. There is a difference between mere acquiescence and legal acquiescence. I think your Worship can only take the word 'cargo' in its originally defined sense and not consider the sense in which it is used in charter parties. Captain Rumsey was recalled by Mr. Wodehouse. Mr. Wodehouse—I see Section 7 talks of cargo being worked. What is the meaning of worked? Mr. Rumsey—To move it in or out of a ship, I would say. Mr. Francis—That is loading and discharging. Mr. Rumsey—I say it is moving out or into a ship. Mr. Francis—Don't you think it means shifting from hold to hold or trimming it? Mr. Wodehouse—Using it on board—would you call that working it? Mr. Rumsey—Yes. Mr. Francis—When a man is working cargo when he is eating his food in a ship's cabin? Mr. Wodehouse—Shifting from one hold to another would be working cargo? Mr. Rumsey—Yes. Mr. Francis—It is not using cargo. Mr. Wodehouse—Steamships are allowed to enter and leave the Harbour on Sundays, are they not? Mr. Rumsey—Oh, yes. Mr. Wodehouse—To do that would it not be necessary to work on their bunker coal? Mr. Rumsey—To go out of the Harbour? Mr. Wodehouse—In order to go out of or come into the Harbour, would they not have to use bunker coal? Mr. Rumsey—They would necessarily have to use bunker coal, but I would not say that they were working bunker coal. Mr. Francis—It would not suit this case, perhaps, to call it bunker coal? Mr. Wodehouse—Bunker coal being cargo, it is necessary to work cargo to take a ship out of or into the Harbour? Mr. Rumsey—No, not necessarily; you could have a ship in the Harbour and not work it. Mr. Francis—You would not work your ship out or into the Harbour? Mr. Wodehouse—There is no absolute necessity for it. Enough coal could be taken out of the bunkers and put into the stokehold on Saturday night for feeding the furnaces. Mr. Rumsey—You don't think feeding furnaces would be working bunker coal? Mr. Wodehouse—No, I don't think it would. Mr. Wodehouse—Do you—That will do, thanks. I find first, as to the facts, without any reference to any decision given previously, that bunker coal is not cargo, within the meaning of the Ordinance. I am also of opinion that the Ordinance overlooked the existence of bunker coal, or else never intended it to be regarded as cargo. Case dismissed. The case of the *Mandarin* was postponed. It is, we understand, the intention of the Government to appeal to the Supreme Court.

CRICKET. THE HILLS & THE VALLEY. Played on the Crickie Ground to-day, and resulted in a win for the Highlanders, on the first innings, by 40 runs. Scores—
THE PLAINS.
Capt. Hadley, c. Firth, b. Darby 32
H. Reinhold, R.N., b. Firth 4
J. G. Watson, c. Firth, b. Darby 4
J. A. Strick, b. Firth 3
J. A. Lowson, c. Lammer, b. Firth 7
F. D. Markham, c. Anton, b. Darby 87
J. A. Vaughan, R.N., b. Firth 6
E. Eszaki, c. F. Maitland, b. Darby 16
J. Pound, R.N., b. Firth 7
F. G. Anderson, b. Darby 7
F. G. Davis, not out 4
Extras 16
Total 134
SECOND INNINGS.
E. Eszaki, c. sub, b. Clarke 0
J. A. Lowson, not out 34
J. A. Strick, b. Darby 11
P. G. Davis, b. Darby 0
H. Reinhold, run out 0
J. G. Watson, c. Maitland, b. Firth 8
J. A. Vaughan, not out 1
Extras 8
Total for 5 wickets 57
THE HILLS.
E. C. Ellis, c. Anderson, b. Watson 6
H. S. Anton, b. Watson 9
O. M. Firth, c. Eszaki, b. Watson 6
S. L. Darby, c. Hadley, b. Lowson 23
F. Maitland, c. Pound, b. Lowson 12
A. J. Leach, c. Reinhold, b. Lowson 38
O. Clarke, c. Anderson, b. Strick 38
B. F. Lammer, c. Strick, b. Markham 19
W. M. Thompson, R.N., not out 0
F. E. Deacon, b. Markham 0
D. Wood, b. Markham 4
Extras 18
Total 174
BOWLING ANALYSIS.
THE PLAINS—FIRST INNINGS.
O. M. R. W.
E. C. Ellis 5 23 0
O. M. Firth 27 10 43
S. L. Darby 12 2 28
F. D. Markham 10 2 24
Firth bowled a wide.
SECOND INNINGS.
O. M. R. W.
S. L. Darby 4 20 2
O. M. Firth 2 2 1
Darby bowled a wide.
THE HILLS.
O. M. R. W.
J. A. Lowson 10 63 3
J. G. Watson 19 6 8
F. D. Markham 5 1 32
P. G. Davis 4 1 6
F. G. Anderson 2 10 7
J. A. Strick 3 2 7
Markham bowled a no-ball.
A THREATENED TYPOON. As we go to press we receive the following information from the Spanish Consul—
Manila, Oct. 27, 4.55 p.m.
There is a depression to the S.E. of Luzon. We do not know as yet the direction in which it is moving.
TELEGRAMS. SUPPLIED TO THE 'CHINA MAIL.' (Via Southern Line.)
LONDON, Oct. 26, 1894.
THE WAR. The vanguard of the Japanese army has crossed the Yalu river, scattering the small Chinese force opposed to it. The latest advices state that the main body has also crossed the river and is attacking the garrison of Kiurea Castle.

THE CHINA-JAPAN WAR. (From Our Special War Correspondent.)
THE BATTLE OF THE YALOO. Hiroshima, October 26, 8.40 p.m. The Japanese army on the Korean frontier forced the passage of the Yalu River after four hours desperate fighting on the morning of Thursday, 25th inst. Prisoners brought into the Japanese lines state that there were eighteen regiments of Chinese engaged. There were over two hundred Chinese killed and only a few Japanese. *This probably means eighteen camps of 500 men each, which would give a Chinese force of 9000 men.—Ed., China Mail.

THE LATEST JAPANESE VICTORY. ANOTHER VERSION. We have been favoured with a copy of the following telegram received in Hongkong this morning—
This advance column of the First Army Corps began to cross the Yalu River on Wednesday, the 24th inst., and on the following day, after a fight of over three hours at Fusan, near Chindie-shing, on the Manchurian side of the river, won a signal victory. The opposing force, consisting of 8,500 men, was utterly routed and dispersed. Field-Marshal Yamagata remains at Wu-ki on the Korean side of the river.

COVARDICE AND GALLANTRY. We understand, from private advices from the north, that the Chinese fleet was expected to be ready for sea again about this date. The vessels that escaped from the engagement off the Yalu were not very seriously damaged about the hull, the shot and shell from the Japanese ships being aimed too high apparently in the majority of instances. Their upper structures are pretty well maimed, but that means nothing. One thing was evident at Port Arthur where everything else—that was, that the officers and sailors did not seem very anxious to get their ships refitted for sea. For more than a week after the fight the wreckage was allowed to lie about, and on board the *Tingyuen* a decomposed body was discovered nearly a fortnight after. And the *Tingyuen* is one of the crack ships of the Chinese navy! Nothing more disgusting or likely to knock the heart out of a man could be imagined. If Captain Lang could see the Chinese navy now he would be shary of airing his opinions of it in the London press. The vessels that were lost might have been saved had it not been for cowardice and want of discipline. The *Kingyuen* was not sunk by the Japanese, but was simply allowed to burn out. A shell from a hostile ship struck her woodwork, setting it on fire. It was only a small affair, and could have been easily extinguished with a few buckets of water. But no fire brigade had been organised on board, and everybody bolted away as far as they could till the fire spread over the whole ship. The *Taiyuen* was lost through want of proper organisation and discipline. Had it not been for the personal gallantry of Von Hannecken and Mr. Albrecht the *Tingyuen* would also have been lost or else badly crippled. A shell struck her near the lazarette, right in the bow of the ship, and set some small things on fire. Everybody bolted. The fire gained ground rapidly. It was in close proximity to the forward torpedo room. Almost in less time than it takes to tell it, the smoke spread like a pall over the apparently doomed vessel. Everything was so upset that nobody thought of fighting the ship. Albrecht, however, by personal example mostly, got the pumps at work, and stood there amidst the shot and shell directing the jet of water until he had well-nigh flooded the room. It was a rare piece of gallantry, and had it occurred on a British or foreign man-of-war would have earned for him the highest honours.

HONOURS FOR EUROPEANS. The Chinese *Wah Tai Yat Po* is in receipt of a telegram from the Emperor of Peking, dated the 23rd inst., recognising the distinguished services rendered by the naval officers in the late naval battle. On the representation from Li Hung Chang, Commanders Luo Pao Chin, Captain of the *Ting Yuen*, and Commanders Liu Tai Tsan, captain of the *Oren Yuen*, are to be given brevet ranks, and Admiral Ting in Chang is to be recommended to the Board for favourable consideration. Many of the minor officers are having their share of the honours. Major von Hannecken is to receive the rank of Admiral in addition to the honours already conferred on him. The relatives of the late Commander of the *King Yuen* and Superintendent Engineer Purvis of the *Chih Yuen*, who lost their lives in that battle, are to be given gratuities amounting to their respective salaries for two years. Four other European officers are granted distinguished honours.

Exchange.

HONGKONG, October 27, 1894.

On London—
Rank, Wire, ... 2 1/4
On Demand, ... 2 1/4
30 days' sight, ... 2 1/4
4 months' sight, ... 2 1/4
Credita, 1 month's sight, ... 2 1/4
On Paris—
On Demand, ... 2 3/8
Credita, 4 months' sight, ... 2 3/4
On Berlin—Demand, ... 2 1/2
On New York—
On Demand, ... 100
Credita, 60 days' sight, ... 50
On Bombay—
Wire, ... 101
On Demand, ... 101
On Calcutta—
Wire, ... 101
On Demand, ... 101
On Shanghai—
On Demand, ... 70
30 days' sight, private paper, ... 74
Gold Loan, 100 fine (per ton), ... 74.50
Silverware (Bank's buying rate), ... 8.37
Silver (per oz.), ... 29.75

HONGKONG REGISTER.

Barometer ... 30.01 ... 30.14 ... 30.05
Thermometer ... 76 ... 76 ... 73
Rainy ... 40 ... 45 ... 51
Direction of Wind ... N.W. ... N.W. ... N.W.
Force ... 2 ... 2 ... 1
Weather ... c ... c ... c
Rain ... 0 ... 0 ... 0
Highest temp. at temperature on the 27th ... 82
Lowest temp. at temperature on the 27th ... 62
F. G. Fries,
First Assistant,
Hongkong Observatory, Oct. 27, 1894.

time cause of complaint occurs; it is a

1. Circulars, Divided Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Port of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Such accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2


Ones should in weight be not less than 1 ounce and not more than 1½ ounces each in weight. Excess articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as may for his consideration, and approved by him. The following articles may be sent in pattern packs:

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residences or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

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INGS FROM HONGKONG.
 SCHUBALD, R.N.R. WEDNESDAY, 31st October
 MARSHALL, E.N.R. WEDNESDAY, 23rd Nov.
 LEE, R.N.R. WEDNESDAY, 26th Dec.

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ENTERTAINMENTS.—OCTOBER 27, 1894.

No.	Value.	Pay- ment.	Closing Statement, Cash.
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£	10	£ 8.10	\$21, nom.
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000 \$	60	all	\$75, buyers
000 \$	10	20	\$75, sales
000 \$	25	20	\$180, sellers
000 \$	100	20	\$124, sales

500	\$	125	all	78 % prem.
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1,000	10	all	\$125, buyers
5,000	10	all	\$4, sellers
10,000	50	all	\$5, buyers
50,000	15	all	\$12.50, sellers
1,200	10	all	\$4, sellers
5,000	25	all	\$19, nom.
60	50	all	\$36

\$ 00.	\$ 26	all	\$5, seniors
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			\$108, nominal

Value.	Interest.	Quotation.
Tk. 250	7 % p. annu.	10 % prem., sales
\$500	\$.. prem.	\$600

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O. L. GORRIE
Acting Agent

Hongkong, October 20, 1894.

degree of military
displayed during the lifetime of its p
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may receive the support necessary to in
its continuance.

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+ Under consideration.

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100,000	\$ 25	all	\$5, seniors
100,000	50	all	\$75
100,000	50	all	\$108, nominal

Value.	Interest.	Quotation.
Tk. 250	7 % annu.	10 % prem., sales
\$500	\$ 22, prem.	\$600

Office, No. 5, Wyndham Street, Hongkong.

1. *Journal of Management Studies*, 1996, 33, 1, 1-14.